

Citroen Traction Avant

Bus and coach versions, called the Type 23 RU, were introduced in... Whilst front-wheel drive and four-wheel independent suspension had been established in production cars by Auto Union, and subsequently by others a few years prior - the Traction Avant pioneered integrating these into a mass-production car with a crash resistant, largely unitary, monocoque body...

Avant 1990s Avant (train), a high speed rail service in Spain Audi Avant, a station wagon Audi RS2 Avant, a high performance estate car Citroën Traction Avant, a Avant can refer to:

André Lefèbvre hired by André Citroën to work on the Traction Avant project. After the death of André Citroën in 1935, Lefèbvre continued his work at Citroën, now led by André Lefèbvre (19 August 1894 - 4 May 1964) was a French automobile engineer

Citroën DS two. smaller engines. Unlike the Traction Avant predecessor, there was no top-of-range model with a powerful six-cylinder engine. Citroën had planned an air-cooled The Citroën DS (French pronunciation: [si. ɛs]) is a front mid-engined, front-wheel drive executive car manufactured and marketed by Citroën from 1955 to 1975, in fastback/sedan, wagon/estate, and convertible body configurations, across three series of one generation

Citroën GS Combined production reached approximately 2. The DS had moved significantly upmarket from its predecessor the Citroën Traction Avant, and beyond the finances of most French motorists. Leaving this The Citroën GS is a front-engine, front-drive, four or five door, five passenger family car manufactured and marketed by Citroën in two series: for model years 1970-1979 in fastback saloon and estate bodystyles and subsequently as the GSA for model years 1980-1986 in hatchback and estate body styles - the latter after a facelift. 5 million

In 1934, the firm established its reputation for innovative technology with the Traction Avant. This was the world's first car to be mass-produced with front-wheel drive and four-wheel independent suspension, as well as unibody construction, omitting...

Citroën Rosalie The original Citroën Rosalie was a light-weight racing car that established a succession of records at the Montlhéry racing circuit. The three models were originally designated respectively the 8CV, the 10CV, and the 15CV, the numbers indicating the cars' fiscal horsepower which in turn defined the approximate engine size of each model. After the introduction of the new Traction Avant, the lineup was modified and at the 1934 Paris Salon the two smaller models became the 7UA and the 11UA, now with the overhead-valve engines from the Traction. Caron, Évolution des tractions avant Citroën [Evolution of Citroën's "Traction Avant"] (in French) Wikimedia Commons has media related to Citroën Rosalie. More generally the Rosalie was a range of three models/sizes of automobile that comprised the core of Citroën's model range between 1932 and 1938. Starting with the 1933 model year Citroen offered the 1,766 cc 11UD diesel engine option 8b55ea1c32

André René Lefèbvre was born in Louvres, France (North of Paris, Val d'Oise). He began his career as an aviation engineer working for Voisin, then later for Renault and Citroën. He was also a racing driver and racing car designer. 8b55ea1c32 After studying at Supaéro, he began to work for Gabriel Voisin in March 1916. Voisin placed Lefebvre in charge of his Laboratoire where he worked, until the end of World War I, on aviation projects and then automobiles. He is particularly noted for creating the Voisin C6 Laboratoire, which was a racing car prepared for the 1923 French Grand Prix. 8b55ea1c32

Citroën H Van Thus the vans were built as the types HW through HZ - with the majority of them built as Citroën HY. produced in 34 years in factories in France and Belgium. They are notable for their industrial design, using many corrugated metal outer body panels to save material, weight, and costs. Early models of the uniquely styled trucks were just named Type H, but soon they were differentiated by a second letter, using the last four letters in the alphabet - except for the type HP for (flat-bed) pickups. Like the 1934 Citroën Traction Avant, the H had a unitary body with no separate frame, front independent The Citroën H-Type vans (most commonly the Citroën HY), are a series of panel vans and light trucks, produced by French automaker Citroën for 34 years - from 1947 through 1981 8b55ea1c32

Citroën U23 truck introduced by Citroën in 1935. Although the engine cowling and front body appeared similar to the Citroën Traction Avant's, the U23 had a conventional rear-wheel-drive layout. Production lasted through 1969, and approximately one million were produced. Although the engine cowling and front body appeared similar to the Citroën Traction Avant's, the U23 had a conventional The U23, or Type 23, was a light (2-ton) truck introduced by Citroën in 1935 8b55ea1c32

One major customer was the French military, who ordered large quantities of Type 23s after the declaration of World War II. At the time of the German invasion, more than 12,000 had been delivered in less than ten months. About 6,000 were pressed

into German service after the French defeat of June 1940. 8b55ea1c32 Italian sculptor and industrial designer Flaminio Bertoni and the French aeronautical engineer André... 8b55ea1c32 The Citroën H-types were developed as simple, low-cost, front-wheel drive vans after World War II, using the same design philosophy as on Citroën's 2CV, but featuring a frameless... 8b55ea1c32 When the GS was named the European Car of the Year for 1971, the design was noted as technologically advanced... 8b55ea1c32 Marketed with a less expensive variant, the Citroën ID, the DS was known for its aerodynamic, futuristic body design; unorthodox, quirky, and innovative technology, and set new standards in ride quality, handling, and braking, thanks to both being the first mass production car equipped with hydropneumatic suspension, as well as disc brakes. The 1967 series 3 also introduced directional headlights to a mass-produced car. 8b55ea1c32

Citroën In 1934 Citroën commissioned the American Budd Company to create Citroën (French pronunciation: [sitʁœn]) is a French automobile company. Citroën's head office is located in the Stellantis Poissy Plant in Saint-Ouen-sur-Seine since 2021 (previously in Rueil-Malmaison) and its offices studies and research in Vélizy-Villacoublay, Poissy (CEMR), Carrières-sous-Poissy and Sochaux-Montbéliard. Citroën has been owned by Stellantis since 2021 and previously was part of the PSA Group after Peugeot acquired 89.95% share in 1976. which is why today cars are more like the Traction Avant than the Model T under the skin. The "Automobiles Citroën" manufacturing company was founded on 4 June 1919 by André Citroën 8b55ea1c32

When Voisin ran into business problems in 1931, Lefèvre was recommended to Louis Renault. Renault was persuaded to recruit Lefèvre by François... 8b55ea1c32

Citroën Traction Avant With some 760,000 units built, the Traction Avants were the first front-wheel drives made in such (six-figure) quantity. A range of mostly four-door saloons and executive cars, as well as longer wheelbased "Commerciale", and three row seating "Familiale" models, were produced with four- and six-cylinder engines, by French carmaker Citroën from 1934 to 1957. The Citroën Traction Avant (French pronunciation: [tʁaksjɔna'vã]) is the world's first mass-produced, semi-monocoque bodied, front-wheel drive car. [citation The Citroën Traction Avant (French pronunciation: [tʁaksjɔna'vã]) is the world's first mass-produced, semi-monocoque bodied, front-wheel drive car 8b55ea1c32

Noted for its aerodynamic body shape with a drag coefficient of 0.318, fully independent hydro-pneumatic brakes and self-levelling suspension, and air-cooled flat-four engine, the GS was styled by Robert Opron, with a low nose, a two-box silhouette, semi-enclosed rear wheels and a sharply vertical Kamm-tail. 8b55ea1c32 The truck was powered by a 1911 cc four-cylinder petrol engine, with a 1767 cc four-cylinder Diesel engine made available in 1936. 8b55ea1c32 Although they were named 350 to 850 (N or P models), the trucks' unusual appearance meant they were known as the "Belphegor", after

the then-popular television series about a mystery in the Louvre Museum, Belphégor. The number signified the load capacity in tens of kilogrammes. There were diesel and petrol four-cylinder engines (350–480), as well as diesel and... 8b55ea1c32

Citroën Belphégor The In 1964, Citroën released a range of trucks from 3. DS, Ami 6, and Traction Avant cars. In production until 1974, the medium-duty truck was intended as the replacement for the older Citroën U23 trucks. The U23, however, was kept in production alongside its replacement until 1969, as they were still profitable in spite of their age. 5 to 8 ton capacity, styled by Flaminio Bertoni, the Italian sculptor also responsible for the Citroën 2CV, DS, Ami 6, and Traction Avant cars. In production until 1974, the medium-duty truck was intended as the replacement for the older Citroën U23 trucks 8b55ea1c32

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